

## Request for Conditional Closure

**Site:** North-South Cargo Fuel Line Site, also known as Two-Party Agreement (TPA) Site 25-2, National Oceanic and Atmospheric (NOAA) Site 30, and Port Fuel Supply Line North-South. The site is referred to as the “site” herein.

**Location:** St. George Island, Alaska is approximately 800 miles southwest of Anchorage in the Bering Sea (Figure 1). On the island, the site is located east of the City of St. George and divided into two separate areas north and south of the Inactive Gas Tank Farm (TPA Site 24; Figure 2). The northern portion of the site extends from the north side of the Inactive Gas Tank Farm to the East Landing. The southern portion of the site extends from the south side of the Inactive Gas Tank Farm to the Abandoned Diesel Tank Farm (TPA Site 23). The north end of the site is located at 56° 36' 12.01" N latitude, 169° 32' 32.45" W longitude, and the south end of the site is located at 56° 36' 7.14" N latitude, 169° 32' 28.75" W longitude.

### Legal Property Description:

The site is located in Township 41 South, Range 129 West, Section 29 of the Seward Meridian, Alaska, as shown on the plat of rectangular net survey, officially filed February 15, 1985 (Figure 2). The southern portion of the site is within Tract 52, abutting Tracts 45 and 49 on its north and south ends, respectively. The northern portion of the site is not within a specified tract.

**Type of Release:** Petroleum products released from elevated and buried portions of fuel pipelines.

### History and Background:

The North-South Cargo Fuel Line was used historically to transfer gasoline and diesel fuels from fuel barges to the Inactive Gas Tank Farm and the Abandoned Diesel Tank Farm. The North-South Cargo Fuel Line was also used to transfer fuels from the tank farms, by gravity feed, to the East-West Cargo Fuel Line (TPA Site 25-1), which in turn distributed the fuels to storage tanks associated with the Inactive Gas Station (TPA Site 3) and the St. George power station. The northern portion of the North-South Cargo Fuel Line consisted of three pipes located on elevated concrete supports. The southern portion of the line consisted of two buried pipes (Polarconsult 2003).

### Summary of Site Investigations:

In 1993, Ecology & Environment, Inc. (E&E) conducted a preliminary assessment on St. George. E&E made no observations of stained soil at the site, but noted the potential for contaminated soil in the vicinity of the fuel barge hose connection and drums located east of the pipeline, north of the Gasoline Tank Farm (E&E 1993). A photoionization detector (PID) reading taken near the hose connection was 2 parts per million (ppm). PID readings of liquid in two drums were 15 ppm and 18 ppm. Another drum was labeled “Jet-Fuel A-50.”

In 1996, Hart Crowser (1997) conducted an Expanded Site Investigation that included the North-South Cargo Fuel Line Site. The investigation findings were divided between the North Cargo Line and South Cargo Line Subareas.

Twenty-four surface and test pit soil samples were collected from the North Cargo Line Subarea. These samples were analyzed in the field laboratory for petroleum hydrocarbons and benzene, toluene, ethylbenzene, and xylene (BTEX). In addition, eight soil samples were submitted to the off-site laboratory for lead analysis. Off-site laboratory confirmation analyses also included nine samples for GRO, ten for DRO, and ten for BTEX constituents. Following is a summary of Hart Crowser's findings for the North Cargo Line Subarea (Figure 3).

- Benzene was not detected in any of the samples.
- Gasoline was detected in three soil samples from two separate locations with concentrations ranging from 660 to 1,800 mg/kg.
- Oil was not detected in any of the samples, although some samples did indicate concentrations of biogenic compounds.
- Total BTEX was detected in seven samples from four locations with concentrations ranging from 0.25 to 210 mg/kg.
- Kerosene, arctic diesel, and/or diesel were detected in eight soil samples from six locations with concentrations ranging from 43 to 19,600 mg/kg.
- Lead concentrations ranged from 1.6 to 24 J (estimated) mg/kg.

Hart Crowser collected 10 soil samples in the South Cargo Line Subarea (this does not include samples associated with the Abandoned Diesel Tank Farm). All these samples were analyzed in the field laboratory for petroleum hydrocarbons, and two of the samples were analyzed for BTEX. In addition, at the off-site laboratory one sample was analyzed for BTEX, gasoline range organics (GRO), and diesel range organics (DRO), and another was analyzed for DRO. Following is a summary of Hart Crowser's findings for the South Cargo Line Subarea (Figure 4).

- Benzene was not detected in the samples analyzed.
- Gasoline was not detected any of the samples.
- Oil (excluding biogenic oil) was detected in two samples from two locations with concentrations ranging from 40 J (estimated) to 64 mg/kg.
- Kerosene, arctic diesel, and/or diesel were detected 10 samples from nine locations with concentrations ranging from 17 J (estimated) to 5,800 mg/kg.

Hart Crowser recommended the excavation and removal of an estimated 855 cubic yards of contaminated soil from the North-South Cargo Fuel Line Site.

Tetra Tech EM Inc. (Tetra Tech) installed groundwater wells in the vicinity of the site in 2001 and 2002 (Tetra Tech 2005; Figure 5). Groundwater in the vicinity is interpreted to flow northerly to northeasterly, toward the Bering Sea (Tetra Tech 2004). Monitoring wells TPA23-MW-1, TPA23-MW-3 and TPA24-MW-1 are up gradient of the site. Monitoring wells TPA23-MW-2, TPA24-MW-2, and TPA24-MW-3 are down gradient of the site. Tetra Tech conducted groundwater monitoring in October 2001, October 2002, August 2003, November 2003, January 2004, and May 2004. During the sampling events, none of the up gradient or down gradient wells demonstrated target analytes above Table C levels of concern (Tetra Tech 2003, Tetra Tech 2005; Figure 5).

**Summary of Applied Cleanup Levels:**

NOAA employed ADEC Method Two cleanup criteria, discussed at 18 AAC 75.341(c) (ADEC 2003), when evaluating site conditions relative to the need for further remedial action. Cleanup criteria were applied to the maximum extent practicable (18 AAC 75.325(f), 18 AAC 75.990).

**Summary of Cleanup Actions:**

The St. George Chadux Corporation (Chadux) and its subcontractor Polarconsult Alaska, Inc. (Polarconsult) conducted the remedial action at this site in accordance with the site's corrective action plan (Polarconsult 2003, Polarconsult 2004). Efforts commenced at the South Cargo Line Subarea on August 18, 2003. Inspection of the pipeline indicated the 4-inch pipe was in good condition; however, fuel releases were suspected to have occurred at the threaded connections. Recovery of contaminated soil in this subarea continued vertically downward and horizontally outward until soil exceeding the cleanup levels was no longer evident (as determined by field screening), until refusal occurred, or until the road to the east rookery was reached. Chadux removed a total of approximately 1495 cubic yards of petroleum-contaminated soil (PCS) from this subarea (Figures 6 and 7). [Note: excavation extended beyond the south end of the site into the Abandoned Diesel Tank Farm (TPA Site 23), involving the removal of an additional estimated 1450 cubic yards of contaminated soil. The removal of this soil is discussed in the conditional closure request for the Abandoned Diesel Tank Farm.]

Within the northern section of the North Cargo Line Subarea, about 95 cubic yards of PCS were removed (Figures 6 and 8). Within the southern section of the North Cargo Line Subarea, approximately 276 cubic yards of PCS were removed (Figures 6 and 9). The extent of this excavation partially overlapped with the extent of the 2002 corrective action excavation for the Inactive Gas Tank Farm (TPA Site 24); this occurred in order to remove contamination inadvertently left in place during the 2002 corrective action. Recovery of contaminated soil in these areas continued vertically downward and horizontally outward until soil exceeding the cleanup levels was no longer evident (as determined by field screening) or until refusal occurred.

The depth to refusal varied between 3 and 17 feet below ground surface (bgs). Observations indicate that the contamination continued vertically into the competent basalt or scoria where it could not be removed with the available equipment.

Sixty-four confirmation samples were collected from the final excavations and analyzed for GRO, DRO, and BTEX. Selected confirmation samples were analyzed for polynuclear aromatic hydrocarbons (PAHs). Results indicated that DRO remains above ADEC Method Two cleanup level at the bottom of the excavations, with a maximum concentration of 2,100 mg/kg (Table 1, Figures 7, 8, and 9). Results for all other analytes were below ADEC Method Two cleanup levels. Limitations of available equipment (*i.e.*, the inability to penetrate consolidated materials) and proximity to East Rookery Road prevented the recovery of all PCS; PCS was removed to the extent practicable.

Clean overburden and potentially contaminated soils were stockpiled on-site prior to placement back into the excavation or transport to NOAA's PCS stockpile. Potentially contaminated soils placed on impermeable membrane were sampled and analyzed in accordance with the quality assurance plan (NOAA 2003). Stockpile sample results indicated soil in one pile exceeded the

Method Two cleanup levels. This stockpile was transported to NOAA's PCS stockpile. The other stockpiles were used to backfill the excavations.

The excavated PCS was transported to NOAA's PCS stockpile where it awaits final disposition. Site restoration activities included the spreading of fertilizer and a seed mixture consisting of boreal red fescue, Bering hairgrass, and beach wild rye, followed by the installation of erosion control matting.

**Recommended Action:**

In accordance with paragraph 59 of the Two Party Agreement (NOAA 1996), NOAA requests written confirmation that NOAA completed all appropriate corrective action, to the maximum extent practicable, at the North-South Cargo Fuel Line Site, TPA Site 25-2/Site 30 in accordance with the Agreement and that ADEC grant a conditional closure not requiring further remedial action from NOAA. NOAA understands ADEC will/may require additional containment, investigation, or cleanup if subsequent information indicates that the level of contamination that remains does not protect human health, safety, or welfare, or the environment.

**References:**

Alaska Department of Environmental Conservation (ADEC). 2003. Title 18 of the *Alaska Administrative Code* 75, Articles 3 and 9. *Oil and Hazardous Substances Pollution Control Regulations*. State of Alaska. Amended through January 30.

Ecology and Environment, Inc. (E&E). 1993. *Preliminary Assessment of National Oceanic and Atmospheric Administration Sites. Pribilof Islands, Alaska*. February.

Hart Crowser. 1997. *Expanded Site Inspection, St. George Island, Pribilof Islands, Alaska*. January.

National Oceanic and Atmospheric Administration (NOAA). 1996. Pribilof Islands Environmental Restoration Two-Party Agreement, Attorney General's Office File No. 66 1-95-0126. National Oceanic and Atmospheric Administration. January 26.

NOAA. 2003. *Master Quality Assurance Plan, Pribilof Islands Environmental Restoration Project, St. George and St. Paul Islands, Alaska*. NOAA Office of Response and Restoration, Seattle, Washington. May.

Polarconsult Alaska, Inc. (Polarconsult). 2003. *Draft Corrective Action Plan, Remedial Corrective Action Project, North-South Cargo Fuel Line, TPA Site 25-2, St. George Island, Alaska*. May 22. (Approved by ADEC as written on June 9, 2003)

Polarconsult. 2004. *Final Corrective Action Report, North-South Cargo Fuel Line, TPA Site 25-2, Remedial Corrective Action Project, St. George Island, Alaska*. Volumes 1 & 2. August 12.

Tetra Tech EM Inc. (Tetra Tech). 2003. *Draft Field Investigation Report, Pribilof Islands Environmental Restoration Project, St. George Island, Alaska*. May 6.

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Tetra Tech. 2004. *Initial Draft Hydrogeological Characterization Study Report, Pribilof Islands Environmental Restoration Project, St. George Island, Alaska.* September 8. In review.

Tetra Tech. 2005. *Draft Field Investigation Report, St. George Island, Alaska, Pribilof Islands Environmental Restoration Project, St. George Island, Alaska.* April 26. In review by ADEC, final pending.

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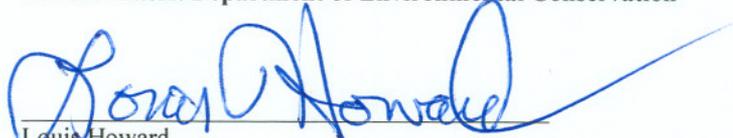
**For the National Oceanic and Atmospheric Administration**

  
\_\_\_\_\_  
John Lindsay  
NOAA, Pribilof Project Office

5/2/05  
\_\_\_\_\_  
Date

**Approvals:** In accordance with Paragraph 59 of the Two Party Agreement, this is to confirm that all corrective action has been completed to the maximum extent practicable at the North-South Cargo Fuel Line Site, TPA Site 25-2/Site 30 in accordance with the Agreement and that no further remedial action is required as a part of this conditional closure granted by ADEC.

**For the Alaska Department of Environmental Conservation**

  
\_\_\_\_\_  
Louis Howard  
Alaska Department of Environmental Conservation  
Remedial Project Manager

5/5/05  
\_\_\_\_\_  
Date

## **Tables and Figures**

Table 1. Confirmation Sample Analytical Results - BTEX, DRO, GRO (mg/kg)  
 North South Cargo Fuel Line, TPA Site 25-2/Site 30  
 St. George Island, Alaska

Sample ID*	Date Sampled	Result Qualifier	Benzene	Ethylbenzene	o-Xylene	Toluene	Diesel Range Organics	Gasoline Range Organics
			0.02**	5.5**	78**	5.4**	250**	300**
SG25.2-CS-001-020	8/19/2003	J					7.3	
		ND	0.013	0.0519	0.0519	0.0519		2.59
SG25.2-CS-002-015	8/19/2003	J					5.01	
		ND	0.0139	0.0555	0.0555	0.0555		2.78
SG25.2-CS-003-020	8/19/2003	J					5.09	
		ND	0.013	0.052	0.052	0.052		2.6
SG25.2-CS-004-020	8/19/2003	J					9.08	
		ND	0.013	0.0522	0.0522	0.0522		2.61
SG25.2-CS-005-020	8/19/2003	J				0.029		
		=					143	
		ND	0.0137	0.055		0.055		2.75
SG25.2-CS-006-020	8/19/2003	J					18.2	
		ND	0.0115	0.0461	0.0461	0.0461		2.31
SG25.2-CS-007-020	8/19/2003	J					7.28	
		ND	0.0127	0.0508	0.0508	0.0508		2.54
SG25.2-CS-008-015	8/19/2003	J					5.66	
		ND	0.0133	0.0533	0.0533	0.0533		2.67
SG25.2-CS-009-015	8/19/2003	J		0.0147	0.0181	0.0198	7.74	
		ND	0.0118					2.36
SG25.2-CS-010-100	8/20/2003	J				0.02	3.66	
		ND	0.00845	0.0338	0.0338			1.69
SG25.2-CS-011-105	8/20/2003	J				0.0217	3.56	
		ND	0.0121	0.0486	0.0486			2.43
SG25.2-CS-014-100	8/22/2003	J					4.42	
		ND	0.0093	0.0372	0.0372	0.0372		1.86
SG25.2-CS-015-060	8/22/2003	J					4.97	
		ND	0.00975	0.039	0.039	0.039		1.95
SG25.2-CS-016-120	8/22/2003	J					3.89	
SG25.2-CS-017-070	8/22/2003	J					3.49	
SG25.2-CS-018-090	8/22/2003	J					8.76	
SG25.2-CS-019-020	8/22/2003	J		0.014	0.0179	0.018	2.79	
		ND	0.0116					2.31
SG25.2-CS-019-070	8/22/2003	J					3.03	
		ND	0.0105	0.0419	0.0419	0.0419		2.1
SG25.2-CS-020-045	8/22/2003	J					2.52	
		ND	0.0104	0.0415	0.0415	0.0415		2.08
SG25.2-CS-021-040	8/22/2003	=					101	
		ND	0.01	0.0401	0.0401	0.0401		2.01
SG25.2-CS-022-040	8/22/2003	J					3.13	
		ND	0.00691	0.0276	0.0276	0.0276		1.38
SG25.2-CS-023-120	8/23/2003	J		0.0417	0.0417	0.0417	2.09	
		ND	0.0104					
SG25.2-CS-024-070	8/23/2003	J				0.0165		
		ND	0.0109	0.0436	0.0436			2.18
SG25.2-CS-025-090	8/23/2003	J				0.0158		
		ND	0.0108	0.0433	0.0433			2.16
SG25.2-CS-026-070	8/28/2003	J				0.0216	2.5	
		ND	0.0137	0.0548	0.0548			2.74
SG25.2-CS-027-020	8/28/2003	J					3	
		ND	0.0107	0.0426	0.0426	0.0426		2.13

Table 1. Confirmation Sample Analytical Results - BTEX, DRO, GRO (mg/kg)  
 North South Cargo Fuel Line, TPA Site 25-2/Site 30  
 St. George Island, Alaska

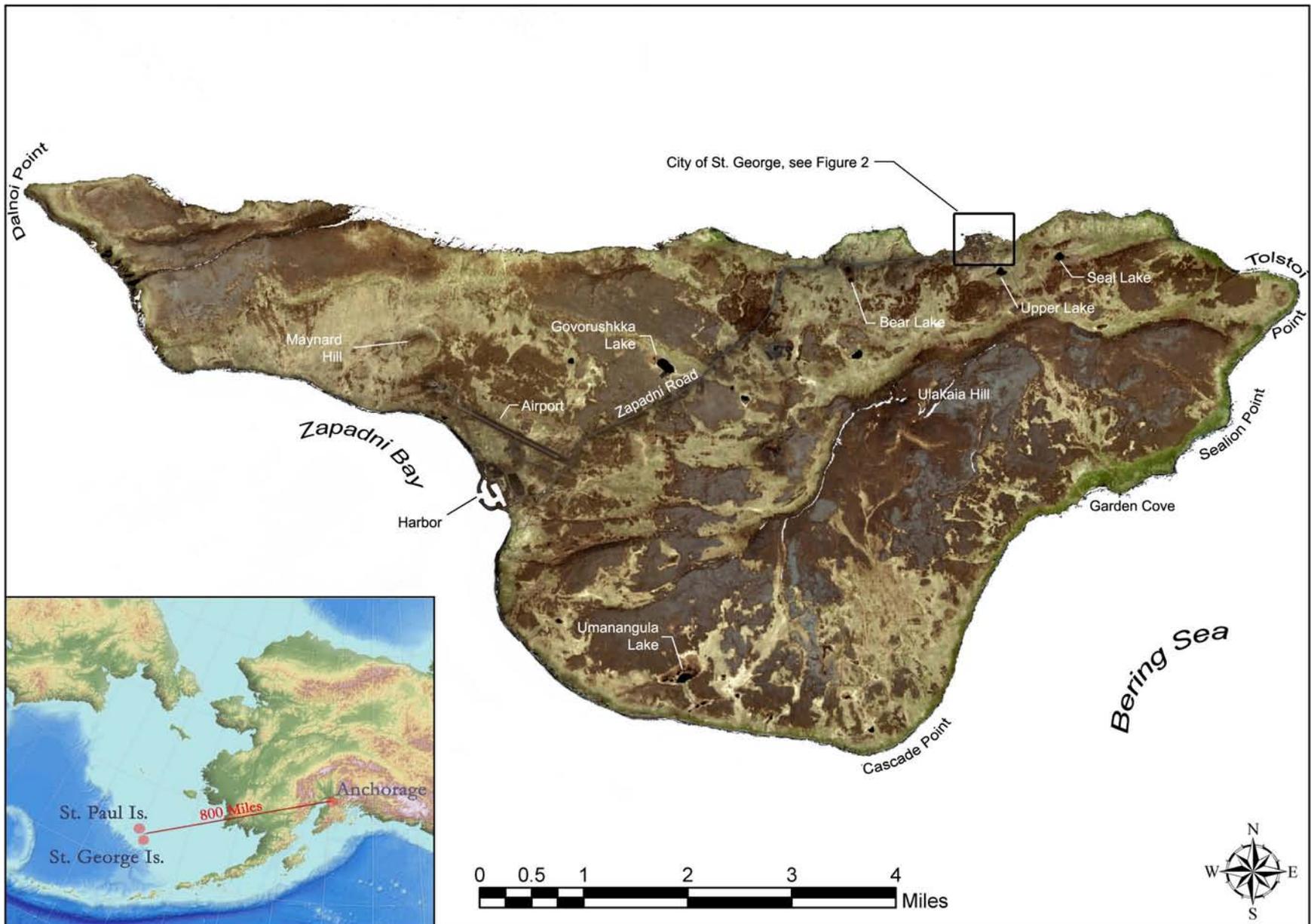
Sample ID*	Date Sampled	Result Qualifier	Benzene	Ethylbenzene	o-Xylene	Toluene	Diesel Range Organics	Gasoline Range Organics
			0.02**	5.5**	78**	5.4**	250**	300**
SG25.2-CS-027-110	8/28/2003	J				0.0138	0.0382	
		ND	0.0111	0.0444			20.7	2.22
SG25.2-CS-028-080	8/28/2003	J					0.0236	
		=		0.0426	0.854		250	35.6
SG25.2-CS-029-080	8/28/2003	J		0.0152	0.0248			4.34
		ND	0.01			0.04		0.687
SG25.2-CS-030-100	8/28/2003	J			0.0139			
		ND	0.0114	0.0457		0.0457	60.1	2.29
SG25.2-CS-031-080	8/28/2003	ND	0.012	0.0481	0.0481	0.0481	21.9	2.4
SG25.2-CS-032-150	8/28/2003	ND	0.014	0.0561	0.0561	0.0561	24.3	2.81
SG25.2-CS-033-050	8/28/2003	ND	0.0111	0.0446	0.0446	0.0446	25.1	2.23
SG25.2-CS-034-060	8/28/2003	ND	0.0103	0.0413	0.0413	0.0413	23.3	2.07
SG25.2-CS-035-060	8/28/2003	ND	0.0166	0.0662	0.0662	0.0662	26.9	3.31
SG25.2-CS-036-060	8/28/2003	ND	0.0104	0.0418	0.0418	0.0418	23	2.09
SG25.2-CS-037-080	8/28/2003	ND	0.0153	0.061	0.061	0.061	24	3.05
SG25.2-CS-038-070	8/28/2003	ND	0.0177	0.0709	0.0709	0.0709	27.7	3.55
SG25.2-CS-039-180	8/29/2003	J			0.0263	0.022		
		=					29.5	
SG25.2-CS-093-100	10/30/2003	J				0.0272		0.516
		ND	0.0107	0.0429	0.0429		894	
SG25.2-CS-094-060	10/30/2003	J		0.0147	0.026	0.0207		2.59
		ND	0.0117					0.719
SG25.2-CS-095-035	10/30/2003	J					0.0375	3.51
		ND	0.0114	0.0454	0.0454			2.27
SG25.2-CS-096-040	10/30/2003	J						2.41
		ND	0.0108	0.0433	0.0433	0.0433		2.17
SG25.2-CS-097-030	10/30/2003	J						2.46
		ND	0.00753	0.0301	0.0301	0.031		1.51
SG25.2-CS-098-100	10/30/2003	J						0.596
		ND	0.0107	0.043	0.043	0.043	131	
SG25.2-CS-099-060	10/30/2003	J			0.0118			0.388
		ND	0.00919	0.0368		0.0368	25.7	
SG25.2-CS-100-060	10/30/2003	J		0.0474	0.0474	0.0474		26.1
		ND	0.0118	0.0474		0.0474		2.37
SG25.2-CS-101-060	10/30/2003	J						2.96
		ND	0.0102	0.0407	0.0407	0.0407		2.03
SG25.2-CS-102-060	10/30/2003	J						6.3
		ND	0.00717	0.0287	0.0287	0.0287		1.43
SG25.2-CS-103-030	10/30/2003	J			0.0162	0.0145		2.5
		ND	0.00817	0.0327				0.389
SG25.2-CS-104-020	10/30/2003	J			0.0121			3.28
		ND	0.00857	0.0343		0.151		0.484

Table 1. Confirmation Sample Analytical Results - BTEX, DRO, GRO (mg/kg)  
 North South Cargo Fuel Line, TPA Site 25-2/Site 30  
 St. George Island, Alaska

Sample ID*	Date Sampled	Result Qualifier	Benzene	Ethylbenzene	o-Xylene	Toluene	Diesel Range Organics	Gasoline Range Organics
			0.02**	5.5**	78**	5.4**	250**	300**
SG25.2-CS-105-045	10/30/2003	J				0.0221		1.25
		=						
		ND	0.00701	0.028		0.028	<b>998</b>	
SG25.2-CS-106-025	10/30/2003	J				0.0334	0.0457	20.3
		ND	0.0114	0.0458				0.857
SG25.2-CS-107-040	10/30/2003	J					0.0197	0.681
		=						
		ND	0.0146	0.0585	0.0585		<b>467</b>	
SG25.2-CS-108-030	10/30/2003	J						11.6
		=		0.0884		0.135		0.971
		ND	0.0134		0.0537			
SG25.2-CS-109-020	10/31/2003	J				0.0179	0.0156	3.55
		ND	0.00998	0.0399				2
SG25.2-CS-110-020	10/31/2003	J					0.0299	21.2
		ND	0.00801	0.032	0.032			0.379
SG25.2-CS-111-025	10/31/2003	J				0.0152		4.93
		=				0.127		0.5
		ND	0.0107	0.0427				
SG25.2-CS-112-030	10/31/2003	J						2.43
		ND	0.00787	0.0315	0.0315	0.0315		1.57
SG25.2-CS-113-040	10/31/2003	J						0.85
		ND	0.00756	0.0302	0.0302	0.0302	23.3	
SG25.2-CS-114-030	10/31/2003	J					0.00724	1.12
		=			0.029		<b>2100</b>	
		ND	0.0058	0.0232				
SG25.2-CS-115-040	10/31/2003	J						2.6
		ND	0.0084	0.0336	0.0336	0.0336		0.454
SG25.2-CS-116-035	10/31/2003	J						7.42
		ND	0.0076	0.0304	0.0304	0.0304		1.52
SG25.2-CS-117-040	10/31/2003	J		0.00869				
		=			0.0345	0.104	<b>293</b>	2.34
		ND	0.00618					

Notes:

- \* The last three digits in the sample ID represent the approximate depth (below ground surface) of sample collection in tens, ones, and tenth (e.g., 045 represents 4.5 feet)
- \*\* Alaska Department of Environmental Conservation Method Two cleanup level
- BTEX Benzene, toluene, ethylbenzene, and total xylenes
- DRO Diesel-range organic compounds
- GRO Gasoline-range organic compounds
- TPA Two-Party Agreement
- mg/kg Milligram per kilogram
- J Numerical value is an estimated concentration; analyte positively identified, and result is considered qualitatively acceptable but quantitatively unreliable
- = Numerical value is the analyte concentration
- ND Analyte was analyzed for but not detected; numerical value is the sample reporting limit
- bold** Indicates the concentration is above the cleanup level



Figure

1

**Island and Vicinity Map  
N - S Cargo Fuel Line  
TPA Site 25-2/Site 30  
St. George Island, Alaska**

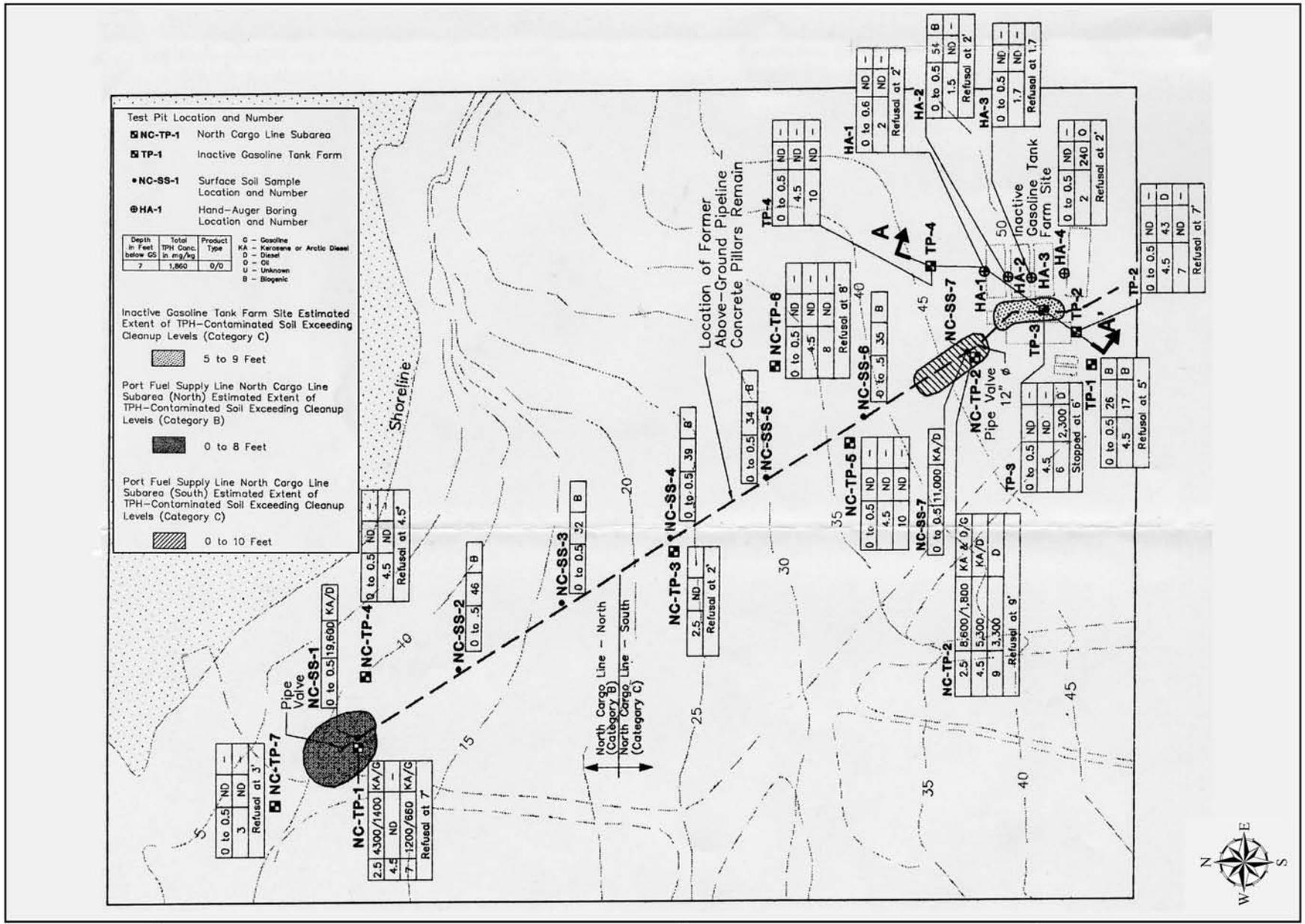
Source: Ikonos 2001 Satellite Image





<p>Figure 2</p>	<p><b>Legal Property Description Map N - S Cargo Fuel Line TPA Site 25-2/Site 30 St. George Island, Alaska</b></p>	<p>Source: AeroMap U.S. 9/28/96 Aerial Photograph; Bureau of Land Management Land Survey Filed February 15, 1985</p>
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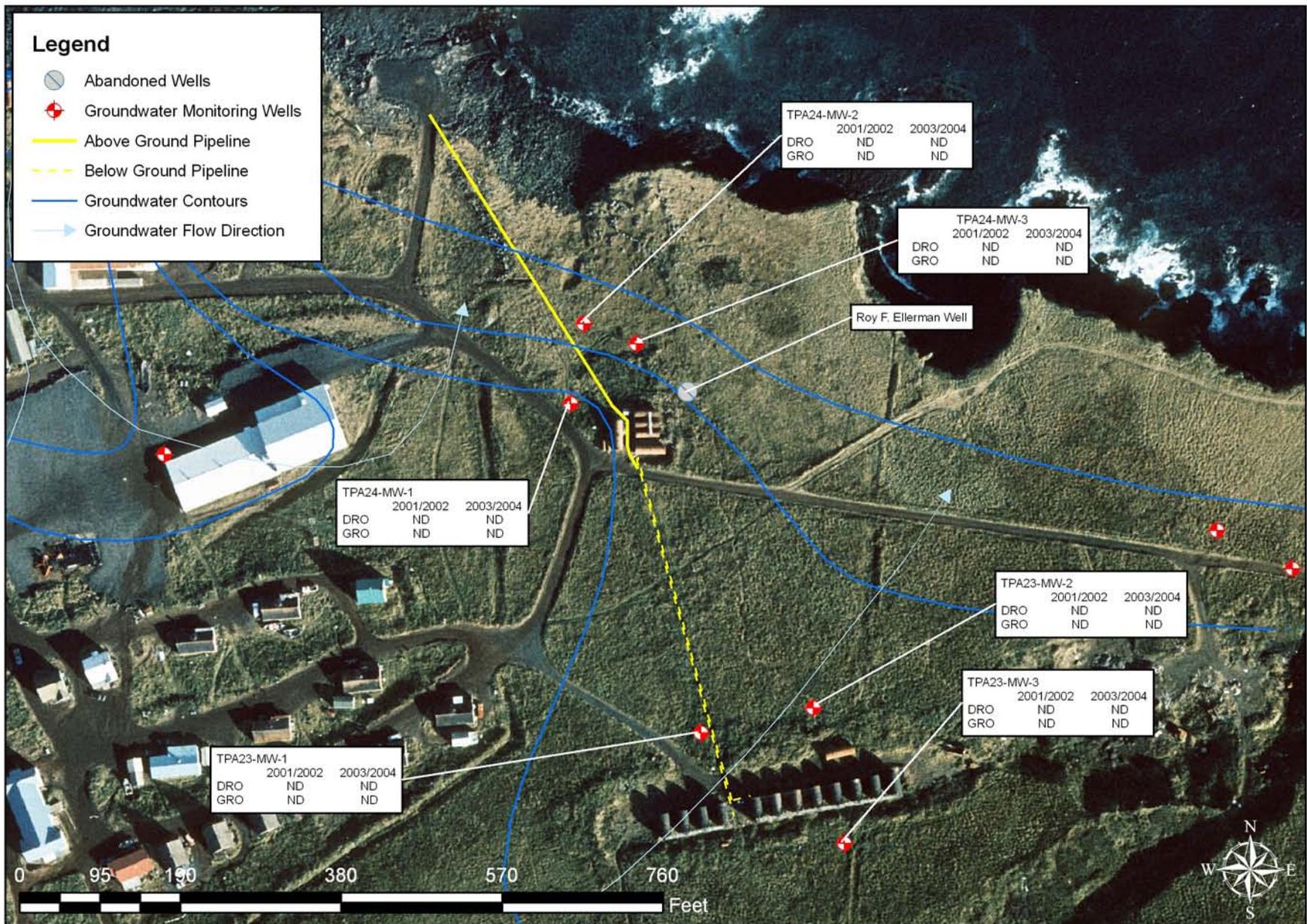
Figure

**1996 Site Investigation  
N - S Cargo Fuel Line, North Subarea  
TPA Site 25-2/Site 30  
St. George Island, Alaska**

Source: Hart Crowser Expanded Site Inspection, St. George Island, Pribilof Islands, Alaska. Volume 1. January 1997







Figure

5

**Groundwater Sampling Results  
N - S Cargo Fuel Line  
TPA Site 25-2/Site 30  
St. George Island, Alaska**

Source: AeroMap U.S. 9/28/96 Aerial Photograph; Pribilof Project Database; TTEMI Draft Field Investigation Report 04/26/2005  
Note: ND (analyte was analyzed for but not detected); Results reflect the highest detection for the round of sampling



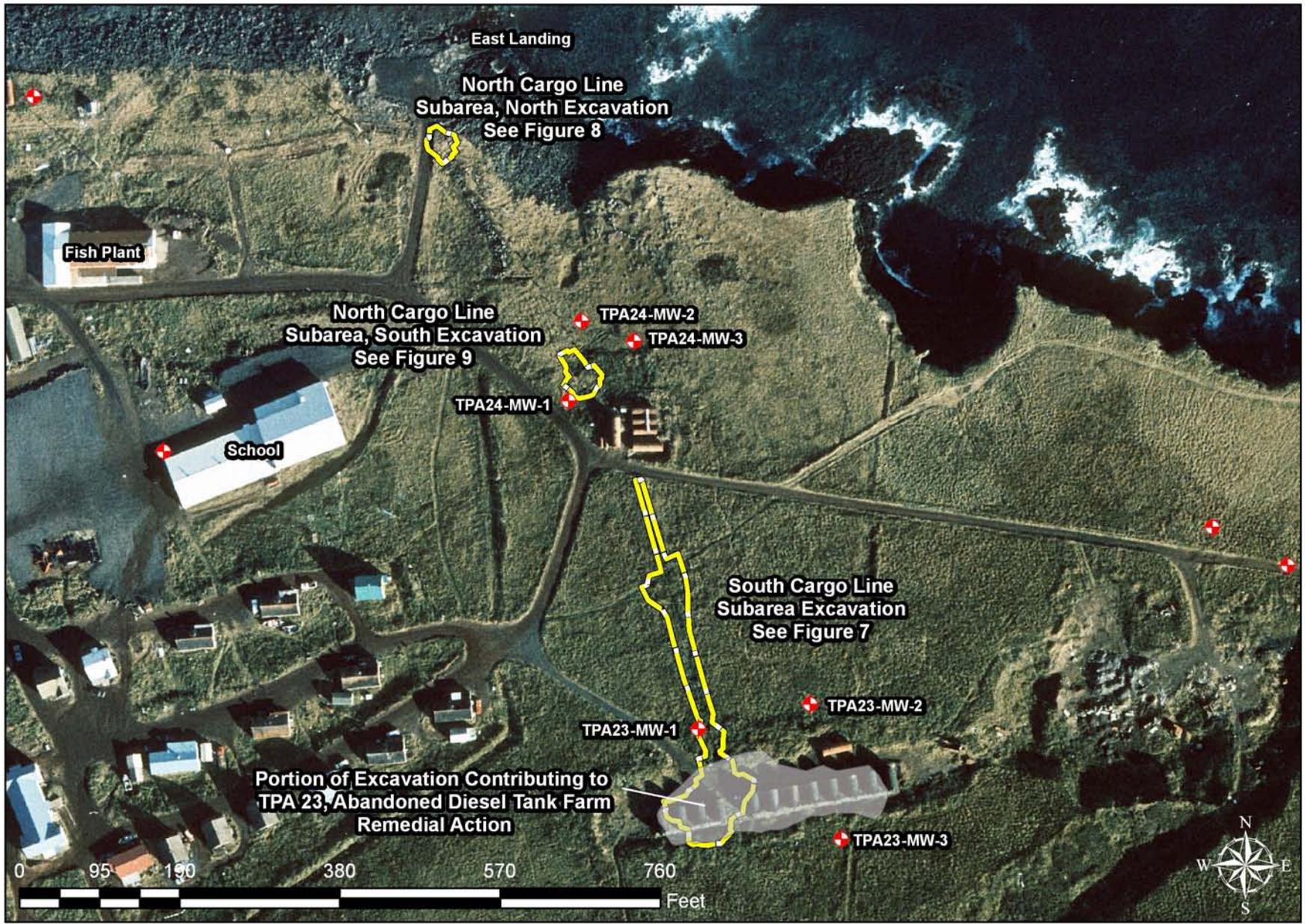


Figure  
6

**Subarea Excavations  
N - S Cargo Fuel Line  
TPA Site 25-2/Site 30  
St. George Island, Alaska**

Source: AeroMap U.S. 9/28/96 Aerial Photograph;  
Pribilof Project Database



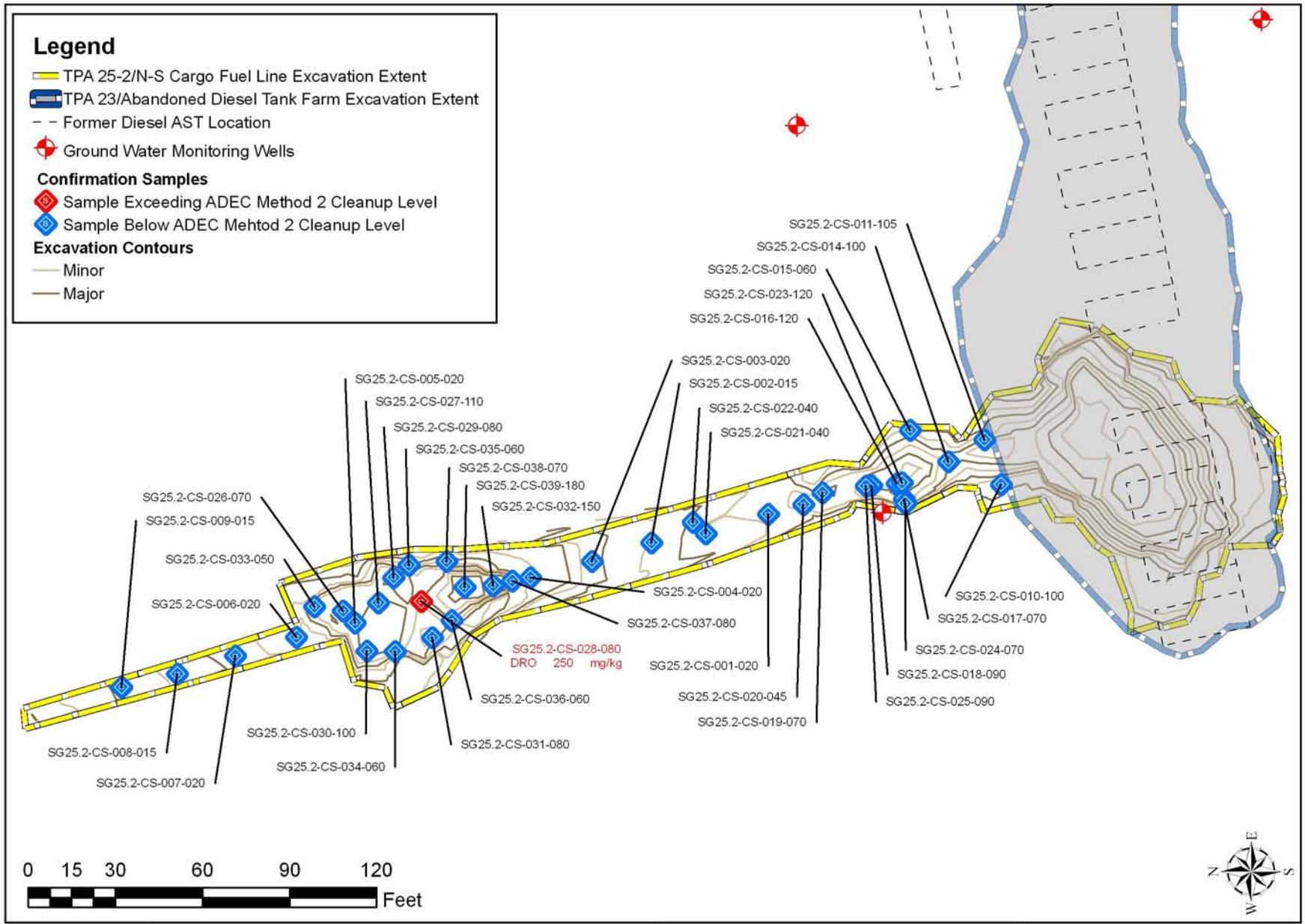
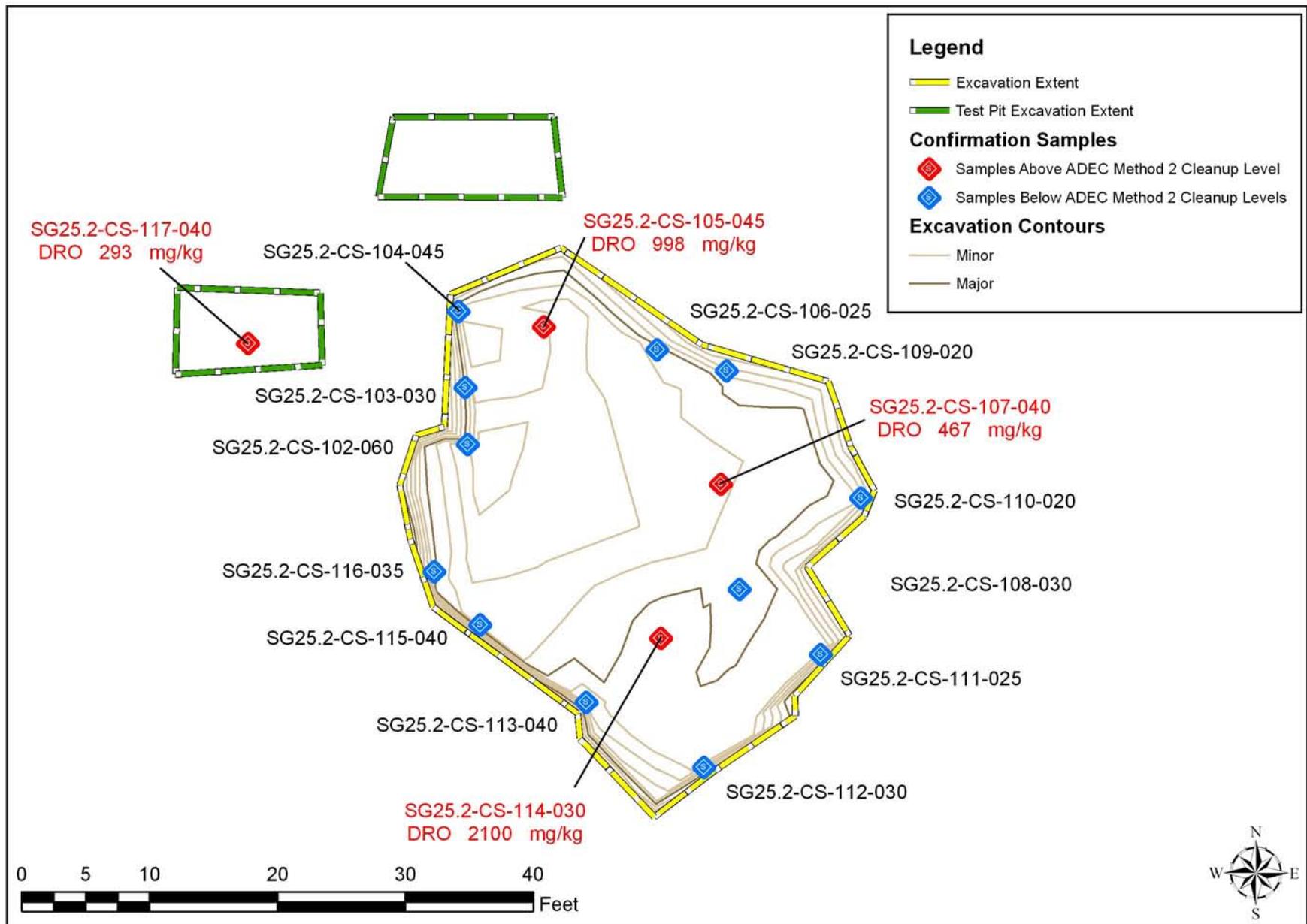


Figure  
7

**2003 Corrective Action  
 South Subarea  
 N - S Cargo Fuel Line  
 TPA Site 25-2/Site 30  
 St. George Island, Alaska**

Source: Pribilof Project Database; Polarconsult, Final Corrective Action Report, North - South Cargo Fuel Line, TPA 25-2, St. George Island, Alaska 8/12/04





Figure

8

**2003 Corrective Action  
North Subarea, North Excavation  
N - S Cargo Fuel Line  
TPA 25-2/Site 30  
St. George Island, Alaska**

Source: Survey Data from Pribilof  
Project Database



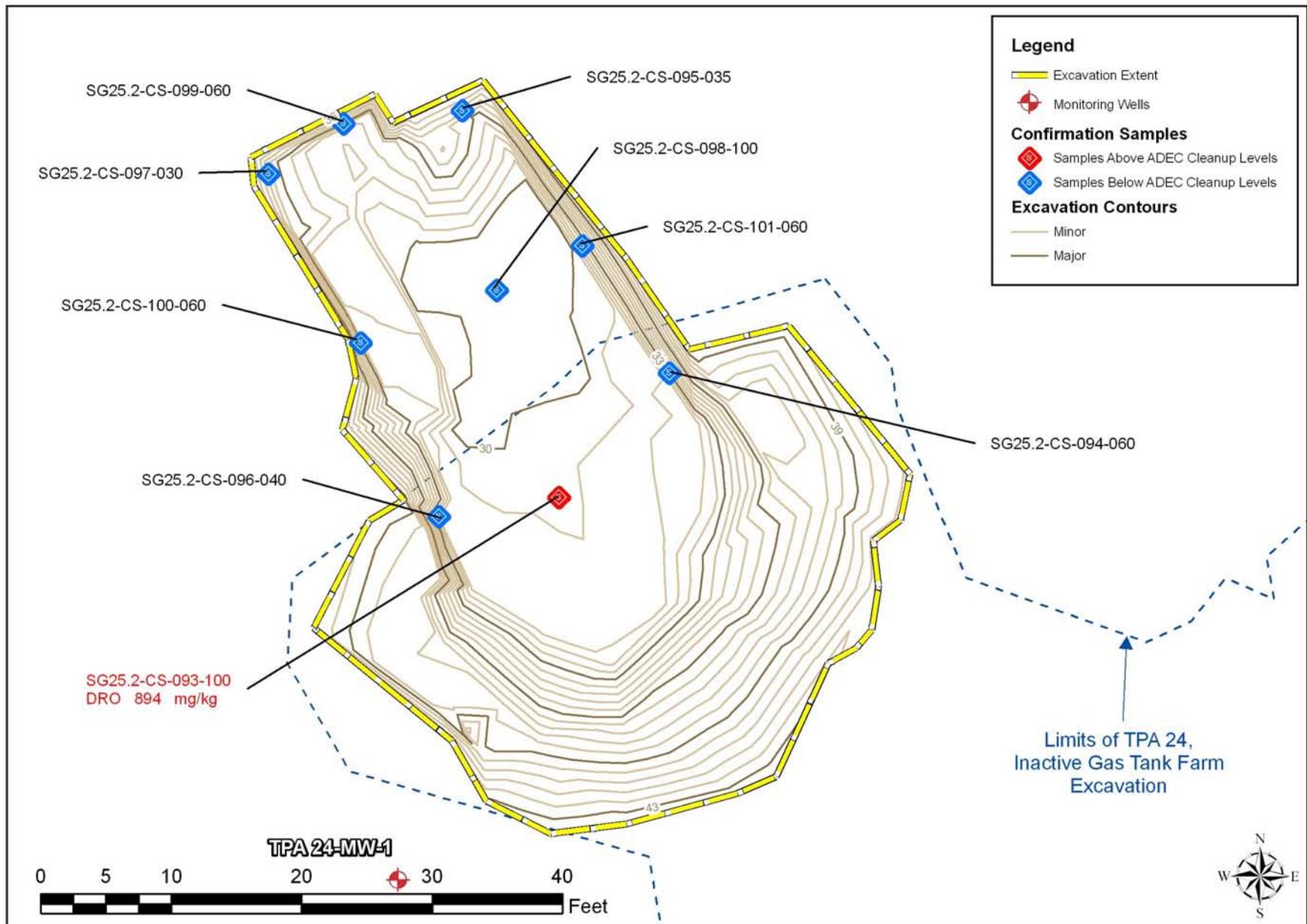


Figure  
9

**2003 Corrective Action  
North Subarea, South Excavation  
N - S Cargo Fuel Line  
TPA Site 25-2/Site 30  
St. George Island, Alaska**

Source: Survey Data from Pribilof  
Project Database

